



"We need to become much more sophisticated in terms of transportation. Because of air emissions we have to develop different modes of transportation, not just cars.."

Norma Mayfield, Community Leader and Cluster Board member

Cluster 1's Vision for Transportation Is...

Throughout Cluster 1 residents have access to safe convenient mass transit options. Buses runs on-time and drivers provide courteous, accurate information. School-age children in the Cluster arrive at school on-time in DDOT buses that are designated as "school buses" so that adults riders are able to make their morning commute in buses that offer a quieter environment.

Neighborhood roads, curbs and sidewalks have been repaved and rebuilt making driving on neighborhood roads safer and more enjoyable. In the longer-term, light rail trains travel along Van Dyke and other Cluster roads making it easy and pleasant for residents to travel within the City and surrounding suburbs.

Transportation Reinvestment Issues

Like many Detroiters, a large percentage of Cluster residents rely on mass transit to commute to work and school. Access to safe, affordable and reliable transportation is critical if the residents are to take advantage of the training opportunities and new jobs envisioned in this plan.

Poorly maintained roadways send a message to prospective employers and potential homeowners. In order to attract new businesses and residents to the Cluster a number of roadways must be repaved.

Summary of Prioritized Land Use & Policy Transportation Reinvestment Recommendations

1. Invest in the DDOT system to improve the level and quality of service provided.
2. Better coordinate or consider merging the DDOT and SMART systems to provide improved service to City and suburban job centers.
3. Repave Cluster roads.
4. Sell bus tokens at Cluster stores and offer discounted tokens to students.
5. Evaluate the feasibility of a light rail/streetcar system to serve Detroit and the metropolitan area.
6. Restrict truck traffic on certain roads to between 9 AM to 5 PM.
7. Reopen McNichols between French and Conner.
8. Prohibit truck traffic and overnight parking in areas adjacent to residential areas.

Detailed Description of Land Use/Physical Transportation Reinvestment Priorities

1. Repave neighborhood roads as needed.

The Cluster has identified the following roadways as most in need of repaving:

- ❖ Grixdale between I-75 and Ryan
- ❖ Robinwood between Packard and Van Dyke
- ❖ Hildale between Packard and Van Dyke
- ❖ Stockton between Packard and Van Dyke
- ❖ Robinwood between Dequindre and I-75
- ❖ Ryan between Nevada and Seven Mile
- ❖ Nevada between Conant and Van Dyke
- ❖ Gilbo between Nuernberg and Molena
- ❖ Davison Service Drive east of I-75

2. Reopen McNichols between French and Conner.

The City should construct a depressed tunnel to reopen McNichols Road between French and Conner as recommended in the FY 1998-2000 Transportation Improvement Program released by SEMCOG.

Detailed Description of Policy/Programmatic Transportation Reinvestment Priorities

1. Invest in the DDOT system to develop a comprehensive, modern bus system.

The City should provide funding to DDOT to:

- ❖ Purchase smaller buses (paratransit-sized buses) to allow for more frequent service with more small buses during morning and afternoon rush hours. The increased service would focus on expanding routes to suburban job centers.
Cluster youth find it difficult to get to school as well as to after school jobs and recreation and youth development programs. Additional bus service should be added to address these needs.
- ❖ Install well-lighted bus shelters
- ❖ Hire and train bus drivers so that they are courteous to passengers, knowledgeable about bus routes, and understand the importance of keeping the bus on schedule.
- ❖ Encourage DDOT and SMART to better coordinate their services.

2. **Better coordinate or consider merging the DDOT and SMART systems to provide improved service to City and suburban job centers.**

Many residents cited a need to reduce the time spent commuting to jobs, especially in the suburbs. DDOT and SMART should work together to add additional routes that runs on more frequent schedules and have more bus stops to reduce the number of transfers and time it takes to get to suburban job centers.

3. **Sell bus tokens through retail stores to adult riders and discounted passes for students commuting to school on DDOT buses.**

4. **Evaluate the potential for a light rail/streetcar system that would provide additional mass transit options in the Cluster, the City and the Metropolitan area.**

In the next twenty years, residents would like to have an operating light rail or street car system in the Detroit metropolitan area. Constructing a street car system is a much cheaper and much more flexible option than constructing a subway system that has fixed stations that cannot be moved to address changes in commuting patterns.

5. **Restrict truck traffic on some roads to between 9 AM to 5 PM.**

Some areas of the Cluster are adversely impacted by truck traffic. The City and County should place time restrictions on the following truck routes limiting there use to 9 AM to 5 PM:

- ❖ Seven Mile Road
- ❖ McNichols Road

The City should work with the community to identify other roads where truck traffic should be restricted to these hours.

6. **Prohibit truck traffic and overnight truck parking in areas adjacent to residential areas, such as:**

- ❖ East Outer Drive
- ❖ The neighborhoods west of the City Airport

The City should work with the community to identify other roads where truck traffic and overnight parking should be prohibited.